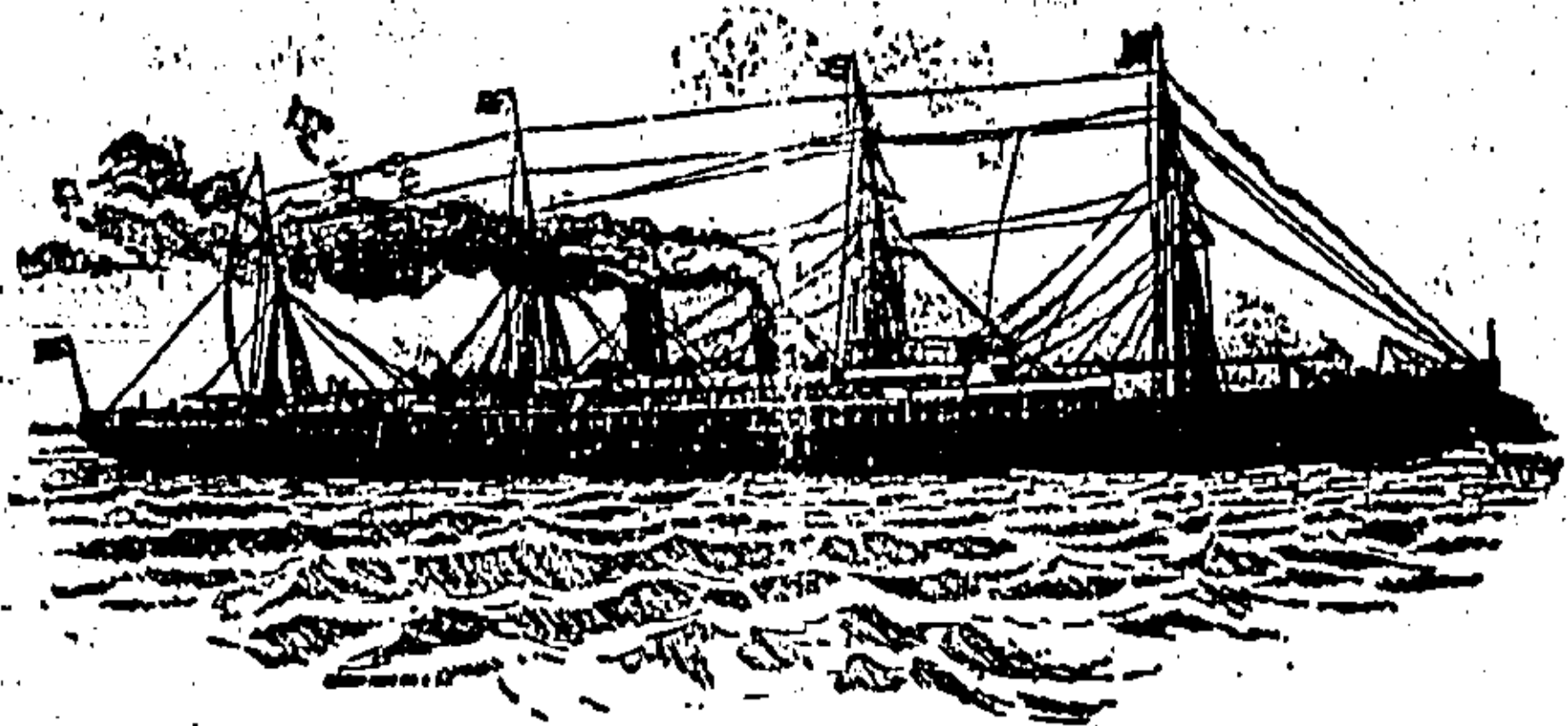


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons...	SUNDAY, 4th September, at Daylight.
"AMERICA MARU"	6,300 "	THURSDAY, 8th September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIO"	4,784 "	TUESDAY, 27th September, at Noon.
"MANOHURIA"	4,205 "	SATURDAY, 8th October, at Daylight.
"KOREA"	11,276 "	TUESDAY, 1st November, at Noon.
"GAELIC"	4,205 "	THURSDAY, 10th November, at Noon.
"COPTIC"	4,352 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship, "MONGOLIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 4th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

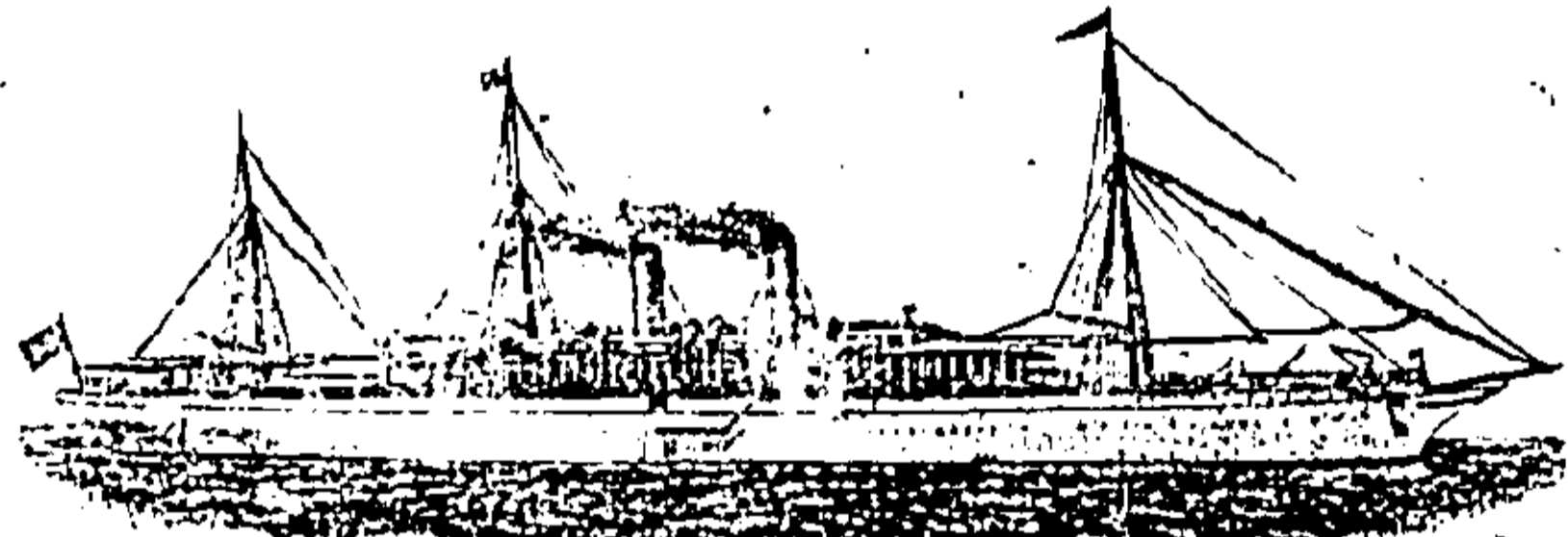
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st September, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 21st September.

"ATHENIAN" ... 2,440 " ... WEDNESDAY, 12th October.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 19th October.

"TARTAR" ... 4,425 " ... WEDNESDAY, 2nd November.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 14th December.

Hongkong to London, 1st Class ... via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General-Agent,

Hongkong, 24th August, 1904.

9, Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE and HAMBURG.	6th Sept. Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA	HAVRE, BREMEN and HAMBURG.	20th Sept. Freight.
Lüning	(Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA	HAVRE and HAMBURG.	3rd October. Freight and Passengers.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	18th October. Freight.
von Döhren	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	1st Nov. Freight.
Schülke	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE and HAMBURG.	15th Nov. Freight and Passengers.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).	
Madsen		

For further Particulars, apply to

HAMBURG-MERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 2nd September, 1904.

GO TO THE

KOWLOON HOTEL,

KOWLOON.

J. W. OSBORNE,

Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,364 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,360 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons ... Captain H. D. Jones.
Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,119 tons ... Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st September, 1904.

[13]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half of September	JAPAN	First half of September
TJILATJAP	JAVA PORTS	First half of October	JAPAN	First half of October
TJIMAH	JAPAN	Second half of September	JAVA PORTS	Second half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

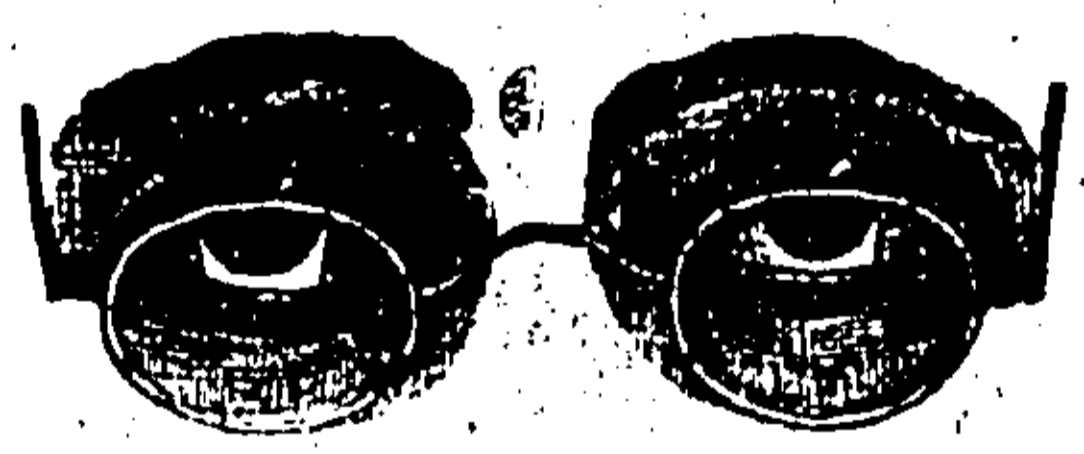
Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 2nd September, 1904.

[14]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

[674]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS,

16, DES VOUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES and REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Wai-sun's Building.

[10]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903

[785]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

1st House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

[784]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR,

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[13]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[20]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
the 3rd Sept., 1904, commencing at 2.30 P.M.,
at his
SALES ROOMS, DUNDRELL STREET,
A FINE COLLECTION
of
JAPANESE CURIOS,
Comprising—
HANDSOME SATSUMA WARE
(BOWLS, VASES, INCENSE BURNERS,
&c.), VERY FINE SILVER CLOISONNÉS,
FINE KUTANI TEASSETS, DAMASCENE
CIGARETTE CASES, CUT VELVET PIC-
TURES and WALL HANGINGS, SILK
EMBROIDERED SCREENS, BED-
COVERS, HANGINGS and D'OYLIES, and
a variety of other Curios.

TERMS.—As Customary.
Catalogues will be issued.
On view from FRIDAY, the 2nd September,
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 2nd September, 1904. [978]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 5th day of September,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND, at Tai Tai Mui, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the
King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
175	At Tai Tai Mui, in the Colony of Hongkong.	175	8 1/2	135	5,500

Hongkong, 27th August, 1904. [975]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 5th day of September,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Austin Road, Kowloon, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
176	At Austin Road, Kowloon, in the Colony of Hongkong.	176	10 1/2	135	6,100

Hongkong, 27th August, 1904. [976]

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [643]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of
the superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representatives of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they should, that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 397.
Depot, Ice House Street, Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

Intimations.

THE HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above
Club will be held TO-MORROW,
the 3rd instant, commencing at 3.30 P.M. (weather
permitting). Tickets of Admission \$1 each to be
obtained at the Gate. Ladies are invited.
GEO. K. HALL BRUTON,
Hon. Secretary.
Hongkong, 2nd September, 1904. [994]

THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the Hongkong & Kowloon Wharf and
Godown Company, Limited, will be held at
Messrs. Jardine, Matheson & Co.'s Offices,
Pedder Street, Victoria, Hongkong, on THURSDAY,
the 22nd day of September, 1904, at 12.15
P.M., when the subjoined Resolutions
which were passed at the Extraordinary General
Meeting of the Company held on the 31st day
of August, 1904, will be submitted for confirma-
tion as Special Resolutions:—

- 1.—That the Capital of the Company be in-
creased from \$1,500,000 to \$2,000,000 by the
creation of 10,000 New Shares of \$50 each.
- 2.—That such New Shares be issued at a
premium of \$30 per share and be offered to
those persons who are registered as
Shareholders of the Company on 1st
October, 1904, in the proportion of one
New Share for every complete three
shares held by them on 1st October,
1904.
- 3.—That the amount due for the New Shares
shall be called up on 31st December,
1904.

Dated the 2nd September, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will
be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & CO., LD.
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904. [998]

TSHI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904. [897]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VOUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [58]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desire to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 2nd April, 1899.

AS AERIAL NAVIGATION
SOLVED!

John Holland, the inventor of the submarine
boat bearing his name, has turned his atten-
tion lately to the study of aerial navigation,
and believes that he has developed a machine
which solves the problem of human flight.
From the brief description given of the inven-
tion it will depend entirely on mechanical
means for support and motion in the air, as it
is not supplied with either gas bags or ballast.
It is a flying machine, pure and simple, sup-
plied with two sets of wings operated by four
wheels. Each of the wings will be ten feet in
length, and the whole machine, which it is pre-
sented will carry a man, weighs only twenty-
six pounds and may be packed in a large-sized
trunk. The inventor is so sanguine of the suc-
cess of the machine that he predicts that it will
make flying through the air safer and more
popular than bicycle riding on the solid ground.

Mr. Holland may be overconfident in his new
venture in the field of aeronautics. Many have
believed before him that they had discovered the
secret of flight and could overcome the laws of
gravitation without the aid of gases lighter than
the lower strata of the atmosphere. Lillenthal
partly succeeded, for he developed a flying
machine or aeroplane with which he sailed
against the wind for a distance of a mile or so,
and over the rise and fall of which above the
earth he was able to exercise a certain degree
of control. But when he thought his success
was assured the treacherous device carried him
to his death. S. P. Langley coaxed Congress
and the Army Department to spend nearly
\$100,000 of the public money in the construc-
tion of an aeroplane which he demonstrated by
a small model would fly. But all of the trials
made with the costly machine proved that it
was a miserable failure, for it never flew an
inch, and its wreck in the Potomac nearly cost
the life of the man employed as its engineer.
However, Holland has proved his capacity as a
skilful inventor through the production of a
submarine boat which is of genuine practical
value, and that after many other inventors had
failed. He may possibly have succeeded in
producing something now that can be made to
float in the air as successfully as his submarine
boat moves under the surface of the water.—
S. F. Chronicle.

ENLIVENING THE FLAT.

DROLL INCIDENTS IN A TENANT'S HOME.

COMING.

A highly diverting case, according to the
Morning Leader, dealing with the subject of
flats and their occupants was heard the other
day in the King's Bench Division, when Mr. S.
T. Blige, a solicitor, sought to recover from
Mrs. Maud Mary Routh, a widow, possession
of a flat at Avenue Mansions, Clapham com-
mon, owing to a breach of covenant.

The breach consisted in the defendant's al-
leged frequent drunkenness and disorderly
conduct.

Mrs. Routh claimed that she was still in pos-
session, paid into court a quarter's rent, and
denied further liability.

Mr. McBean, the Scottish caretaker at the
flats, was called to give evidence as to the
alleged disorderly conduct.

"NOT LORDS—RESPECTABLE."

Mr. Kavanagh, for the defendant, asked in
cross-examination: "Are there any noblemen
in your flats?"

"No, sir, they're all respectable people there,"
was the grave reply of the Scots man. Mr.
Justice Bray and everyone else in court laughed
heartily.

The witness stated that the defendant enter-
ed into possession of the flat on 24th June, 1903,
and was drunk from the first. She would come
home at night and sit on the stairs howling,
singing, and screaming, and using abominable
language.

Mr. McBean added that the lady had called
him "a dirty devil."

AT HER WORST.

Mr. Kavanagh: Is that the worst?—Oh,
dear no, much worse.

When was her conduct worst?—She was
worst that time she spent the whole night on
the stairs. He used to see the lady attempt-
ing to get upstairs at midnight.

Do you go to her help?—I generally went
out on the stairs to try to keep the noise down.

How?—By smoothing her upstairs. (Laugh-
ter.)

On one occasion she was taken home by a
gentleman who found her helplessly drunk in
the road. That was after midnight, and she
created a disturbance because he would not
allow the gentleman on the premises and
refused to fetch her some whisky.

ORDINARY AND DRUNKEN WEIGHTS.

On another occasion he assisted her up stairs
when she was drunk, but he could only get her
half-way up, as she was so heavy.

Her ordinary weight was about 12st, but she
must have weighed 14st when she was full of
drink.

You say she was "laughing drunk"? asked
defendant's counsel.—Yes.

Well, you seem an expert in drunkenness,
what does that mean?—She could not get up
the stairs, so she had to sit down on them, and
as she couldn't speak either, she did nothing
but laugh (laughter).

Mr. Kavanagh: Did you go into her flat
while she was absent?—Once, on my master's
instructions, I got in by opening the verandah
door.

With a key?—No, by putting my hand
through a broken window, and so pushing
back the lock.

LOCKED OUT.

Did you then lock her out?—I did, on my
master's instructions.

Were you to lock her up or lock her out?—
To lock her out.

The foreman intimated, during the cross-
examination, that unless counsel produced Mrs.
Routh the jury were prepared to stop the case.

Subsequently they found in favour of the plain-
tiff on points of fact.

CRICKET UNIMPAIRED.

[The fielding was atrocious. The play was foolish, indeed criminal. &c. &c.]

Any day's cricket report.]

A man there is, but of his fellow's scorn,
"Unfit for anything except a goal;
To dark disgrace and deep dishonour born,
And placed by vice beyond Redemption's pale;
It is the wretch, who in a country match,
Degrades his manhood by a 'foiled catch'!

There is criminal of deeper hue—
The man who, blest with energy and will,
Goes careless in, when everything is blue,
And victory depends upon his skill—
Who laughs out as if from worry free,
And gives a silly chance of "c and b."

There is a scoundrel who is dead to shame,
Fit subject for the gallows or the rack;
Insured to obloquy, he laughs at blame,
And turns to good advice a headless back;
It is the bowler throwing games away,
By sending stuff that anyone could play.

To purge our world we need some drastic Act;
With penalties to fit each cricket crime;
Our laws are mild, effeminate, in fact,
And piling-tender is the mealy time!
And so, by way of fillip to the rest,
There are some penalties I would suggest.

For getting out, a fine of twenty pounds;
For missing catches, fifty or the last;
For bowling badly on imperfect grounds,
A week's imprisonment, not saved by cash;
For losing matches, inexcused by weather,
The whole eleven should be hanged together.

—Daily Chronicle.

THE BRITISH NAVY AND
COMMERCE.

Lord Brassey delivered an address last month
before the members of the London Chamber of
Commerce, on "The State of the Navy and
Naval Administration." He observed that the
state of the Navy was a vital question for those
engaged in commerce. As Chairman of the
Standing Committee on Defence, it had seemed
to him fitting, at a time when the Army had
become a prominent topic, to submit some
observations on our naval position. The two
services must be combined in any general
scheme for Imperial defence. In first-class
battleships, we, as a nation, were equal to a
combination of three Powers. If ships build-
ing were included, and assuming an equal rate
of progress, we were fully up to a two-Power
standard. We were strong in cruisers of every
type. We had maintained our maritime
supremacy by an expenditure never before ap-
proached in time of peace. In a Parliamentary
return of last session the cost of Imperial de-
fence was given at £87,487,000. For the Navy
the expenditure would be about £45,000,000.
As to the possibility of the reduction of
charges, the expenditure necessary to ourselves
depended on the expenditure elsewhere. In the
period 1895-1903 Navy Estimates for Ger-
many were increased in round figures by
£8,000,000, and in Russia by nearly £5,000,000;
in both cases mainly for shipbuilding and ar-
maments. In naval policy half-measures ac-
complished nothing; burdens on the taxpayer
were heavier, but the national safety was not
assured. Our Navy Estimates had been framed
in pursuance of the national resolves that our
supremacy should be maintained. For new
construction we had an increase in ten years
falling little short of £10,000,000. It had been
barely sufficient to maintain a two-Power stan-
dard in shipbuilding. If in past years there had
been hesitation to engage to the full extent of
our resources in a competition which we had no
desire to encourage, in the latest Navy Estimates
the deficiency had been fully made good. We
had now gone beyond the aggregate expendi-
ture on shipbuilding of France, Russia,
and Germany and we built at least 20 per cent.
more cheaply than could be effected in Russia
and France. The indications were that com-
petition on naval preparations was becoming
less severe on the whole. If foreign Powers
cut down we were ready to follow. It was
hardly possible in these days to gain an ad-
vantage by superiority of design. Battleships
equal to the most powerful of those building
for foreign Powers were necessary for the Brit-
ish Navy. A less costly type was also needed.
For the general duties of the cruiser class,
second-class cruisers of the Challenger type,
under 6,000 tons displacement, were effective.
Their cost was £400,000, as against £1,000,000
for the Duke of Edinburgh. In regard to man-
ning, we had a permanent force far above a
two-Power standard, but in reserves we had
not reached that level. He suggested that the
admiralty should do more for the education of
the young officers of the Naval Reserve; that
regiments might be permanently quartered at
the naval ports and trained as marines, and
that stokers of tropical races should be enrolled
in the reserves. With 100,000 men in the re-
serves our permanent force might be gradually
reduced to a two-Power standard. Expendi-
ture would thus be lessened. New proposals
for Navy works should be examined with more
care than had been bestowed of late.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 11/9 11/15
Do demand 11/9 11/15
Do 4 months' sight 11/9 11/15
Frankfurt—Bank T.T. 22 1/2
Amsterdam—Bank T.T. 16 1/2
Glasgow—Bank T.T. 16 1/2
India T.T. 13 1/2
Do demand 13 1/2
Shanghai—Bank T.T. 11/9 11/15
Japan—Bank T.T. 11/9 11/15
Singapore—Bank T.T. 11/9 11/15
Java—Bank T.T. 11/9 11/15

Buying.

4 months' sight L/C 11/10 11/16
6 months' sight L/C 11/10 11/16
30 days' sight San Francisco & New York 11/10 11/16
4 months' sight do 11/10 11/16
30 days' sight Sydney and Melbourne 11/10 11/16
4 months' sight France 11/10 11/16
6 months' sight Germany 11/10 11/16
Bar Silver 11/10 11/16
Bank of England rate 11/10 11/16

OPIMUM QUOTATIONS.

Today's quotations are as follows:—
Mildam New 11/10 11/16
Old 11/10 11/16
Mildam New 11/10 11/16
Old 11/10 11/16
Mildam New 11/10 11/16
Old 11/10 11/16
Mildam New 11/10 11/16
Old 11/10 11/16

PER S.S. "EMPERE OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong
for 5 years. (at Peak, included): without a
Single Failure, which can be said of no other
Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

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PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

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ELECTRIC BELLS.

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SWITCHES.

TELEPHONES.

WIRE.

&c. &c. &c.

SEND FOR PRICE LISTS.

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Furniture given for all kinds of Electrical

Work.

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W. STUART HARRISON,

AMICE, Manager.

Hongkong, 12th April, 1904. [61]

Intimations.

IMPORTANT NOTICE.</

Intimations.



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WINE AND SPIRIT MERCHANTS.

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MELLOW

FLAVOUR

OF OUR CELEBRATED

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BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

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and Superior Quality

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A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904.

[35]

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A. B. C. CODE, 4TH EDITION

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17, QUEEN'S ROAD.

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DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

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ELECTRO-PLATED,

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PASTEURS-MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

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DEPARTMENT.

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UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

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MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-Class Builders.

A large stock of Canadian Asbestos and

Asbestos goods kept.

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Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone:—No. 358.

Hongkong, 3rd May, 1904.

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Uniform business communications should be addressed to The Manager.
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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 1st September at the Victoria Hospital, Peak, the wife of C. W. CAMPBELL, H.B.M. Consulate-General, Canton, of a daughter. [100]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 2, 1904.

THE FIGHTING AT LIAOYANG.

According to a Shanghai telegram printed by our senior morning contemporary Japanese troops have driven the Russians out of Liaoyang. There is, at the hour at which we are writing no confirmation of the report, for the operations as briefly recounted in the Consular notifications received from Mr. M. Noma show that the capture of this important centre has not yet been effected, although its fall is evidently imminent. Situated, some three hundred miles from the Korean frontier, at the apex of a triangle of which the two other points are Newchwang and the Yalu, Liaoyang is the city at which General Kuropatkin in the earlier stages of the war concentrated the bulk of his forces, and watched the progress of events. Here he could dominate the whole field of future battle, survey all operations and watch the movement of the enemy while his own numerical superiority was being assured. Sixteen trainloads of troops are said to have been pouring into the country daily and yet the commander-in-chief did not feel justified in meeting the Japanese in pitched battle. His policy has been, and continues to be, one of retreat, though he can console himself with the reflection that every step forward on the part of his foe removes them further and further from their base of operation and renders the matter of supply increasingly difficult. The strategic and tactical skill hitherto exhibited by the Japanese can leave no room for thought in this respect, and her three great armies which have been concentrating on Mukden will continue creeping forward until a decisive battle can be fought. General Kuroki, in charge of the first army corps, has marched up from Kiuliencheng, through Feughwang-cheng, Motien Pass, and on beyond Liaoyang to Heungtai, while other corps set out from Takushan, and Kaichau for Liaoyang via Haicheng. On Saturday last they seized Anshantien, a natural fortress of great importance commanding the riverside city and, according to information just to hand, are on the eve of occupying the southern headquarters of the Russians. That a desperate struggle must have ensued is evident from the fact that Liaoyang had been strongly fortified by some seventeen batteries and surrounded by entrenchments, redoubts and wire entanglements. Of the batteries, two on the east, one on the north-east, four on the west, two on the north-west and two on the south were carefully completed some three months back, with mines laid, around them many feet away. Thousands of troops were then living in the square-built, drab-tinted Chinese town, which is probably the oldest in Manchuria. The outer face and battlements of its high walls are of very hard brick, and have a circumference of over ten miles. The imperial highway from Mukden to Newchwang and Port Arthur separates the place from the old road to Korea, while the railway runs east and west past the city, north-east towards Mukden and south, south west from Showshan. When it is captured Japan, according to Reuter's agency, will have to bring about the fall of Port Arthur to close the autumn campaign. If she reduces this stronghold and the Mikado's troops establish themselves in secure possession of the banks of the Taitsé river at Liaoyang and southern Manchuria, the Russian commander must fall back some forty miles on Mukden for the winter, and run the grave risks which a Japanese occupation of Manchuria's holy city would assuredly involve.

LOCAL AND GENERAL.

The British steamer *Clitus*, 1,588 tons net, has been sold to Japanese.

The *Tzarevitch* had only three shells for her big guns remaining when she took refuge in Tsingtao.

The business in Hirano Water is being turned into a limited company at Kobe with a capital of 125,000 yen.

Mr. Gōjō Nagasaki, Manager of the Yokohama Specie Bank, Yokohama, died on the 17th ult. from meningitis.

The *Bretia*, which was one of the steamers stranded at Yokkaichi, had been placed in the N. Y. K.'s Hokkaido service.

Mr. George Booth, who came to Yokohama in 1872 to the firm of Lane, Crawford & Co., died there on the 17th ult., aged 68.

Mr. Arthur Chapman, the Government Assessor, has kindly sent us a copy of the fourth supplement to his useful street index.

It has now been ascertained definitely that the United States cruiser *Tacoma* has been ordered to joined the Asiatic fleet. It is understood she will reach this station the latter part of the year.

When Mr. H. H. J. Gompertz, Acting Police Magistrate, goes on leave to Japan, his place will be taken by Mr. J. H. Kemp, acting second Police Magistrate, who in turn will be relieved by Mr. E. D. C. Wolfe, magistrate of the New Territory.

The following remarkable statement appears in the telegrams sent to Chefoo and Tientsin from Shanghai by the *Ostfältische Lloyd*:—"It is generally believed that the neutral Powers prevented the Japanese fleet from entering the Huangpu."

The *China Times* says the Russian destroyer *Reschitjaj* did take coal at Chefoo, and was not disarmed. The Japanese officer on board knew enough Russian to recognise the order given by the Russian captain to blow up the destroyer, whose orders were to return to Port Arthur.

SHANGHAI lost another of its old and popular residents on Saturday when Mr. C. J. Ashley passed away in his 69th year, after a lingering illness. "The Major," as he was familiarly known, was for many years a very prominent man in the life of Shanghai and one of pronounced individuality, observes the *China Gazette*.

ACCORDING to the *Universal Gazette* on 28th ult. a man-of-war of unknown nationality, painted a dark colour overhauled a local junk some distance outside Gutzlaff, laden with flour. The junk was searched and her crew ordered to take to the boats after which the people from the warships set the junk on fire. No confirmation of the story is obtainable from other quarters.

THREE months' hard labour and six hours in the stocks were awarded by Mr. Gompertz this morning to a Chinese barber, for entering a house in Des Vaux Road, Central, and endeavouring to steal therefrom a box of clothing. The noise he made woke the owner, who shouted, and the barber dropped the box and jumped over the verandah, into the arms of the law, in the shape of an Indian constable, who investigated, and charged the man accordingly.

A CHINAMAN'S avarice frustrated his attempt to commit a burglary at Waichai yesterday. He entered the house of an acquaintance who, he knew, kept money on the premises, and broke open a chest in which he believed was a cash-box. This he found, and, in his joy shook it so vigorously that the clink of the coins within brought all the residents of the house about his ears. Inspector Galt looked after him till this morning when he was sent to three months' hard labour and six hours in the stocks.

THE polo on Saturday afternoon, says the *V. C. D. News* was marred by a serious accident to Mr. A. W. Burkill, whose pony slipped and fell pinning the rider by the right leg. Dr. Verdon of H.M.S. *Fearless* was on the ground and examined the injury, and afterwards Mr. Burkill was taken away in the ambulance. It was feared at first that the ankle itself was broken but the fracture is really just above the ankle, where happily it is less difficult to deal with, though it will be some time before the popular rider can be about again.

A SEAMAN from H.M.S. *Rosario* was charged with disorderly conduct, assault, and damage to a showcase in a shop in Queen's Road Central, the cause of the trouble being—a tooth brush! He went to the shop to buy this article and selected one for which the shop man asked 50 cents. He would not pay more than thirty cents, and, when the shopkeeper refused to accept that amount, struck the man several blows on the head and face. Before Mr. Gompertz this morning the man told a rambling story without denying the charge, beyond saying that he did not see any glass broken. He was fined \$15 for his conduct, or 14 days, and ordered to pay 50 cents compensation for the broken show-case glass. The fine was paid by an officer from the vessel, watching the case on his behalf.

THE Chinese engineer of the s.s. *Kwong Poi* had a very narrow escape from death yesterday evening when travelling on an electric tram car. On arriving at his destination he suddenly got up and jumped from the car, while the latter was going full speed. His foot was caught by the board and he was dragged about five yards before the car could be stopped, but he miraculously escaped with no further hurt than a few slight bruises. This morning Constable Cooper placed the man before Mr. Gompertz, who told him he was guilty of an act both foolish and dangerous, which might have had very serious consequences to others, had it resulted in his death. He was leniently dealt with this time and let off with a fine of \$5 and a caution against a recurrence of his rash act, which His Worship hoped would act as a warning and a deterrent to his countrymen.

Mr. Clifford Wilkinson, of Tamsan fame, has offered twenty houses at Takaradzuka for the use of wounded Japanese soldiers.

A VIOLENT storm raged over Fusan on the 20th ult. and it was in the same storm that the *Chitose* and *Tsukuma* attacked the *Novik*.

PHILATELISTS are warned that enormous quantities of forged Japanese postage stamps have been made in Japan and placed on the market.

THE Paris *Temps* points out that the *Reschitjaj* violated the neutrality of China by coming into Chefoo with passengers and dispatches.

THE Japanese are now engaged in raising the steamer *San* at Dalny, and they have recovered the caisson of the dock which had been sunk.

MANY Chinese who recently settled in Dalny are now leaving. They state that they are afraid of a Russian movement from the north.—*China Gazette*.

THERE was no session of the Courts at the Magistracy this afternoon, as there were no entries on the charge sheets, and no prisoners to face the majesty of the Law.

Mr. Norman Cullen, a *Daily Mail* correspondent, mysteriously disappeared at Tokio, but was found unconscious in Uyeno Park by a Japanese doctor, and brought back to the Bluff Hotel.

MR. J. R. Brazier, Commissioner of Customs at Kowloon, has been appointed General Manager in China of the South African Labour Emigration Agency. He has been seconded from the Customs Service for the purpose.

THE new M. B. K. S. *Chokabuzan Maru*, 2,265 tons gross, was successfully launched at Nagasaki on the 21st ult. The whole of her steel constructive work was cast at Nagasaki, instead of being imported from Europe, so that she is entirely home-made.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the fund of the Hospitals:—Wo Hing Tai \$20, Cheung U-Hong \$20, Fu Chan Tsai \$20, Ming U-Tai \$20, I-Shun Tai \$20, Chit Wo Ho \$20, U-Wo Lung \$20, Ng Un Hing \$20, I-On Ho \$20, I-Shun Hong \$20, U-Tak Shing \$15, Kwong Man Tsung \$15, Fuk Loong \$15, Wing Cheung Li \$10, Kwong Wing Shing \$10, Hip Wo \$10, Hau Fung \$10.

ACCORDING to the *Sin Wan Pao*, the Wai Wu-pu received a report from Tsengchi that Russian soldiers at Moukden have been removing to Tch Ling all their stocks of ammunition and provisions are also being removed leaving only over a hundred sick and wounded in the hospital. The Wai Wu-pu has addressed the Japanese Minister asking him to consider the sacred city of Moukden as outside the area of active operations. Mr. Uchida discredits the report of Tsengchi.—*Sin Wan Pao*.

TIENTSIN papers to the 26th ult. state:—The Russians are commandeering cattle and carts in Liaoyi and Hsinan, and sunk a large number of junks in the Liao river in the hope of causing an inundation which will hamper the Japanese advance.—The leading foreign employees of the Chinese Imperial Railway Service have now received the China medal and clasp for 1900.—Harmston's Circus is to open in Peking next week.—A Japanese undergraduate coxed the first Trinity, Cambridge, boat at Henley.—The Russians complain that the Japanese put up quakers at Port Arthur, while the former expend their ammunition on, while the real guns are screened from view.—The Peiho rose on the 25th to 13 feet 2 inches.

THE FLEET.

H.M.S. *Terrible* is expected to arrive here to-morrow from Weihaiwei, on her way home. She has on board the time-expired men of H.M.S. *Abdon*.

H.M.S. *Leulathan* is expected to return to Hongkong from Mirs Bay, where she has been for gun practice, and prize-firing, to-morrow. After taking in stores and reliefs for the fleet in the north, she will rejoin her station with the squadron.

H.M.S. *Espergle* is now at Mirs Bay for gun-practice and prize-firing. She is expected to return to Hongkong on or about Monday next upon completion of her present duty, where she will take in supplies, etc., before going to join the fleet at Weihaiwei.

A SPANISH STOWAWAY

AND A GOOD SAMARITAN.

When the s.s. *Wing Chai* arrived yesterday from Macao the police were sent for and a young Spaniard was given in charge for travelling without paying his fare for the passage. When arrested he said if he were taken to his friends he could get the money, and the company agreed if he did so that they would not prosecute. He was taken by the police to several houses he mentioned, and finally to the Spanish Mission, but everywhere failed to obtain the money he wanted, and so was taken back to the station and locked up. This morning he was placed before Mr. Gompertz, when he pleaded guilty to the charge, and was fined \$25, with the usual alternative. He had no money to pay the fine, but a countryman of his stepped forward and acted the part of a good Samaritan, by paying the fine for his compatriot, upon the latter's signing a promissory note for the amount, in his favour.

COOLIES FOR SOUTH AFRICA.

DRISK WORK IN THE NORTH.

Recruiting of coolies in the north for service in the South African mines goes briskly on, and there are several vessels on the berth, some ready and some preparing to engage in the emigration work. Telegraphic communication was received this morning, by her agent, that the s.s. *Turedale* left Chinwantao on the 30th ult. carrying 1,406 coolies from that port.

The s.s. *Jabal*, leaves to-morrow at daylight for the same port on her second trip in this service.

The *Lethian* and the *Swanley*, now in the harbour, both leave in a few days for Chinwantao, and will be followed by the s.s. *Inham*, a sister ship of the *Jabal*, which is being prepared for this service, in the Hongkong and Whampoa Docks, after which she will be placed on the run, probably being the first to call for coolies at Chefoo. It is understood that negotiations are pending for the charter of several more steamers for the coolie emigration work.

SUSPENSION OF AMERICAN TRADE WITH THE ORIENT.

As already notified in our columns, in consequence of the action of the Vladivostok fleet, liners from America refused to accept freight for any of the oriental ports within the zone of war. A San Francisco exchange writing with reference to the subject on 31st July stated:—E. H. Harriman has decided that he cannot stand the nervous strain of having the big Pacific Mail liners, laden with contraband freight, dodging Russian war ships in Oriental waters. The narrow escape of the *Korea*, which would have proved a rich prize for the Vladivostok squadron, has brought Harriman to the conclusion that it has been an unwise policy that permitted the Pacific Mail ships to gamble on the inactivity of the Russian cruisers. Now all this is to be changed. The Pacific Mail, in common with the Occidental and Oriental Steamship Company, which latter is the Oregon Railroad and Navigation Company's China line out of Portland, are to go from one extreme to the other. Whereas for months past practically every steamer of the lines mentioned has been accepting all manner of freight for Japan, with scant regard as to whether it might be regarded by Russia as contraband of war or not, the ships of the three companies will henceforth, until further notice, not accept any freight of any character whatever for any port in the war zone or in China.

This determination of the steamship companies to keep their ships free from molestation by the Russian fleet was made public yesterday when notice was served on the Southern Pacific Company that until further notice no freight would be accepted for Japan, Korea, Siberia, Manchuria or China.

STOPS ALL EXPORTS.
The far-reaching effect of this action by the steamship companies can be readily appreciated when it is understood that it means the complete cessation of all trade and commerce between here and the Orient. The fact that the companies have decided not to accept any freight of any character, not even to Chinese ports, is attributed to an excess of caution. The explanation was made semi-officially yesterday that the companies fear to place too much confidence in the integrity of shippers in these days of uncertainty. It would be possible for a shipper, by employing the simple subterfuge of shipping goods under a false classification, to load up a big China liner with hundreds of tons of munitions of war, and if the ship was apprehended and searched by a Russian cruiser, and innocent-looking cases labelled agricultural implements, the company would have to pay dearly for its negligence. It is even hinted that this very thing has already happened, although thus far it has not caused any trouble. Consequently, since it is a physical impossibility for the steamship companies to inspect every package of freight offered for shipment, the companies will avoid all risk of entanglement by not taking any freight whatever. Harriman has so ordered, and his orders have been put into effect without delay. The steamer *China*, which is the next ship to sail for the Orient, will depart on Saturday next with a scant cargo consigned to Honolulu, Manila and other ports far removed from the war zone.

MEANS SERIOUS LOSS.
The cessation of all trade, between here and the Orient will mean a serious loss, not only to the steamship companies, but to the mercantile world as well. America's trade with Japan, including imports and exports, amounts to \$17,500,000 a year under normal conditions, with China \$14,000,000, with Korea, Siberia and Russo-China an additional \$1,000,000, or a total of approximately \$32,500,000. The loss that would result from the cessation of all trade for any considerable period would be enormous, and so far as can be learned there is no disposition on the part of the steamship companies to resume the handling of merchandise of any character to China, Japan, Korea or Siberia while the present war lasts, or while there is the slightest danger that ships may be intercepted by war vessels. There are about 100 articles in the list of exports that move from here to the Orient under normal conditions; the principal commodities being alcohol, bags and bagging, barley, beans, brandy, canned goods, drugs, electric goods, fish, flour, dried and canned fruit, groceries and provisions, hops, iron, lard, leather, lead, lumber, malt, machinery and agricultural implements, millstuffs, poultry, raisins, salt, seeds, sugar, whisky and wine, hay, hardware and cotton.

It is stated in London that Lord Curzon has fixed September 3 as the date of his return to India. His lordship is very much better than on his arrival, but he still continues subject to nervous attacks. These are, however, diminishing in intensity, and it is hoped his health will be fully re-established before the date of his return arrives.

TELEGRAMS.

THE WAR.

THE ADVANCE ON LIAOYANG.

RESUME OF REPORTS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—
Tokio, 1st September, 7 p.m.

The following is a resumé of the reports received up to the afternoon of the 31st August. Our armies, since 27th August, are continuing their operations towards Liaoyang.

On the morning of the 20th August the First Army's right and central columns occupied a position nine miles east and south-east of Liaoyang, on the left bank of the Taitsé. Our other armies, advancing along Haicheng-to-Liaoyang road, on the 20th August, in joint operation with the First Army's left, took a position facing the enemy's line of defence, which was extended to east and west from a point six miles south of Liaoyang.

On the 30th August, severe fighting occupied the whole day and continued to the afternoon of the 31st August.

The enemy appeared to consist of 12 or 13 divisions.

RUSSIAN RETREAT

TO LIAOYANG.

Tokio, 1st September, 0.10 p.m.

According to telegrams received at the Headquarters on the afternoon of 1st instant our Army Corps on the left took possession, at dawn of Thursday (1st inst.), by fierce and daring assault, of the heights which the enemy's right occupied. Thereupon all the enemy to the south of Liaoyang commenced their retreat.

Our armies are now pursuing.

JAPANESE CASUALTIES.

Tokio, 2nd September, 12.15 p.m.

Marshal Oyama reports that the enemy, being unable to resist our fierce attack, retired on the 1st instant towards Liaoyang. Our left and central columns are hotly pursuing the enemy, who is in great confusion, trying to retire to the right bank of Taitsé.

We captured ten-and-a-half-centimetre cannons which were being used to bombard from the Liaoyang railway station.

On the 1st inst. our right column attacked the enemy at Heingtai, 13 miles north-east of Liaoyang.

Our casualties, since the 29th August, are estimated at about ten thousand.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 2nd at 11.45 a.m. The barometer has risen in S. China and in S.W. Japan, and fallen slightly in the Philippines.

The typhoon has passed into the Sea of Japan, moving rapidly towards the N.N.E. Gradients are slight on the China Coast, and over the China Sea. Light variable winds will prevail in the Formosa Channel, and light S. winds in the China Sea.

Forecast:—Light variable winds, local thunder-showers.

SHIPPING AND MAILS.

MAILS DUE.

American (*China*) 3rd inst.
Indian (*Arratoon*) 6th inst.
Canadian (*Empress of Japan*) 6th inst.
Australian (*Chinglu*) 7th inst.
German (*Prinz Heinrich*) 7th inst.

The Glen Line s.s. *Glenloch* from London &c. left Singapore on 1st inst. and may be expected here on 7th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 2.30 p.m. on 31st ult., and left again at 10 a.m. Thursday, for Yokohama where she was due to arrive at 10 a.m. on 2nd inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 8.30 p.m. on 30th ult., and left again at midnight Wednesday, for Nagasaki for Shanghai where she is due to arrive at 3 a.m. on 4th inst.

TELEGRAMS.

(Reuters.)

The Russian Baltic Fleet.

LONDON, 31st August.

The Russian Baltic squadron has returned to Kronstadt from a cruise.

Mr. Chamberlain's Fiscal Policy.

Mr. Chamberlain, who is going to Italy on the 10th proximo, for six weeks, will renew the fiscal campaign immediately after his return.

LATER.

Contraband of War.

A letter from the Foreign Office to the Liverpool Chamber of Commerce states that, in consequence of representations from His Majesty's Government, the whole question of contraband is now under the consideration of the Russian Government.

The War.

RUSSIAN REINFORCEMENTS.

Reuter's correspondent in St. Petersburg wires, it appears that reinforcements have been pouring into Liaoyang for the past weeks totalling two Army Corps.

TERMINATION OF AUTUMN CAMPAIGN.

Reuter's Agency understands that the autumn campaign will probably terminate with the fall of Port Arthur and the driving out of General Kuropatkin from Liaoyang. It is pointed out that the financial position of Japan will enable her to continue the war for a long time yet, while as long as she is victorious her credit will be undiminished.

(N. C. D. News.)

Japanese News from Port Arthur.

Chefoo, 28th August.

A large number of junks with refugees have arrived to-day from Port Arthur.

From the 17th to the 23rd inst. there were several severe engagements round Port Arthur. On the 19th the Japanese occupied a post north of Yitessian, and subsequently attacked the latter place and drove off the Russians, but did not occupy it as it is commanded by another fort, but they placed their guns on an adjacent hill which is not covered by the Russian fire.

On the 18th and 19th the Japanese bombarded the fort at Antseshan, but it seems to have held out up to the 26th.

Since the 17th the Japanese have been attacking several forts round Erlungshan, and on the 21st they stormed some of them and drove off the Russians, but have not occupied them.

On the 20th a forlorn hope of 300 men assaulted a fort about one mile south of Sanichiao (on the railway) and destroyed it. The Japanese occupied Fenghuashan, about four miles north-west of Port Arthur, after a hot engagement on the 21st and 22nd inst.

The Japanese troops at the foot of a hill north of Chiao-changku continued the bombardment of the surrounding forts from the 19th to the 23rd inst., and silenced them, but they are still outside the entrenched line.

On the night of the 19th, the Japanese advancing from Shuantaowan, occupied a fort along Pigeon Bay; on the 26th they were stationed at Yangtuyao, and building a fort at Huashan, a little east of Yangtuyao.

There are six large Russian men-of-war in the harbour, all badly damaged, especially a ship of the *Retvisan* type which has the marks of Japanese shells all over her, and whose stern is under water, while two of the *Sevastopol* type are hopelessly damaged about their decks and in their engine-rooms. Materials for repairing ships are almost exhausted, and the damaged vessels are being patched with plates of zinc. There are about fifteen gunboats, torpedo-boats, and destroyers in harbour, which appear to be in fair order.

At Liaoyang.

LATER.

The Russian strength in the Liaoyang direction is about thirteen divisions.

It is stated that Anping and Tanghoyen, seventeen miles south-east of Liaoyang, have already been occupied by the Japanese, the enemy having hurriedly retired from Anping, leaving much booty to the Japanese.

THE DOLLAR CONVERSION.

Commenting on the demonetisation of alien dollars, the *Perak Pioneer* says:—

Anxiety is now centred upon the rate of exchange at which Government would fix the dollar. There is an impression among a good many that 2s. would be the figure and the recent course of exchange which has been comparatively steady of late approximating this limit. But Government have a larger responsibility to conserve the general and common interests than safeguard a few, perhaps to the detriment of many. By the general introduction of the Sterling scheme Government has large permanent liabilities in gold. It behooves therefore on Government to work up to as high a sterling value as possible for the dollar in which its revenues are realised. Intrinsically the dollar is worth twice as much as the Indian rupee or more; and there is no reason why its token value should not attain the same ratio to that of the rupee which is 1s. 4d. If this proportion be adopted the dollar will have to be fixed at 2s. 8d. Even if 2s. 6d. be fixed, that is 8 dollars to the sovereign, Government will have conserved the best permanent interests of the public. By the adoption of a lower figure, the future financial prospects of the Straits and the F. M. S. will have been sacrificed to meet a particular temporary emergency—a course of action which we trust will be summarily rejected by the far-seeing and astute administrators who are at present swaying the destinies of the Straits and the F. M. S.

THE WAR.

THE "ARABIA" AT SHANGHAI.

NEWS FROM VLADIVOSTOK.

The German steamer *Arabia* chartered by the Portland and Asiatic Steamship Company, which was captured by the Vladivostok squadron on the 22nd July, says the *N. C. D. News*, of 30th ult., arrived at Wonsung late on Sunday morning, came up to the Yangtze Wharf and Godown Company's wharf in the lower reach yesterday morning, and was to leave again for Japan in the early hours of this morning. She came to Shanghai direct from Vladivostok and by courtesy of Messrs. Carlowitz and Co. (the agents here) and Capt. Rogers, a representative of this paper was able to glean from those who came down on her something of her experiences and of the present condition of affairs in Vladivostok.

The *Arabia*, which is a 2,863-ton steamer, sailed from Portland on the 3rd of July with a cargo consigned to Yokohama and Hongkong. She had arrived within 140 miles of Yokohama when she fell in with the three Russian cruisers who were just then very active in the vicinity of Tokio Bay. Ordered to stop, she received a Russian lieutenant on board, and on the nature of her cargo being signalled to the Admiral on the *Rosita*, a prize crew of five officers and forty-two men was sent on board her to conduct her to Vladivostok, while 14 of her Chinese crew were taken on board the cruisers. She touched at Korsakoff on Saghalien, and communication with Vladivostok having made it apparent that the coast was clear of Japanese vessels, she was taken across to the Russian port, arriving there on the 28th July. After three days the captain, crew and passengers (white) were allowed to go ashore and they seem to have been well treated and suffered no hardship. The Prize Court sat on the 2nd ult., and its eventual award confiscated the 20,000 barrels of flour and seventy-one railway car bodies on board as contraband. The rest of the cargo and the vessel itself were released.

THE "CALCHAS"

While the *Arabia* was at Vladivostok the blue-funnel liner *Calchas*, captured on the 9th ult., was brought in, and it is instructive to learn that the flour and timber, which formed part of her cargo, were confiscated at once, without waiting for the decision of the Prize Court; that decision had not been formally rendered when the *Arabia* left Vladivostok. The *Calchas* also had 90 bags of mail for Japan. These were captured with her and have now been brought down to Shanghai by the *Arabia*, and will be taken on to Japan. Altogether during the time the *Arabia* was in dock five prizes were taken in Vladivostok harbour—the *Alanton*, the *Calchas*, a small Japanese schooner, and another small vessel. The captain and crew of the German steamer *Thea*, which was sunk about the same time as the *Knight Commander*, were put on board the *Arabia* and have now been brought on to Shanghai by her. The *Thea*, it may be mentioned, was loaded with fish-manure and was sunk by seven shells, without any attempt at capture. She had eight days' coal supply on board and might therefore have been navigated to Vladivostok.

At the Russian port the war has not made many changes as yet. Two trains were running daily each way on the railway line; Viceroy Alexieff was back there again, and the town full of officers and troops. The band concerts were going on as usual. Meat and flour were cheap enough, supplies being plentiful, but sugar is up to sixty kopeks a pound and cigars are scarcely purchasable.

Before the *Arabia* left, the *Rosita* and *Gronobol* came in from their last disastrous expedition, and although our informants did not get a close inspection of them, they saw enough to wonder that the cruisers ever reached Vladivostok at all. They were in a pitifully wrecked condition and it will be some weeks before they can be fit to go raiding again.

The voyage down to Shanghai was smooth and uneventful. No man-of-war was passed the whole way.

THE "ASKOLD" AND "GROSOVOI."

THE DISARMAMENT.

After all, in spite of the long drawn controversy relative to the disarmament of the *Askold* and the *Gronobol*, and the plausible arguments advanced by the Russian authorities, both vessels have had to haul down their colours or choose the only other alternative offered them by the Chinese Government, that of leaving the Port before Sunday. The latter course would surely be magnificent, but the *Czar* is no less aware that discretion is the better part of valour than any other monarch, hence his orders to choose the lesser evil, which reached the Russian Admiral at his quarters in the Cosmopolitan Dock at 8.45 o'clock on the 25th ult. At the time of receiving the message the admiral was in bed laid up probably as the result of much worry and anxiety; there was no excitement or display of feeling of any kind when the order was made known to the officers and men, neither did they seem much perturbed at not hoisting as usual the Russian ensign this morning. But it is significant, however, that the Admiral's condition is considerably worse to-day. Sentries are still posted at different places but instead of the regulation rifle with fixed bayonet they are now entrusted with nothing more deadly than a stick of wood. Beyond this, nothing has been done with a view to disarming and the same vigilance is exercised in keeping outsiders from boarding the vessel as before. As vessels are allowed until Sunday to reduce their armament it is likely, in accordance with Russian custom, that nothing will be done to that effect until the last moment. In any case the *Askold* cannot make any further excuses as to unseaworthiness, for at the rate that her repairs are now progressing, she will be able to leave the dock under her own steam on Saturday or Sunday next, though her repairs will by no means be completed by that time as there is

still fully two months' work on her. Her boilers, which need a thorough overhaul, have not been touched, and beyond the erection of two new funnels and the patching of her wounds nothing has been done.

It is understood that the Russian authorities are doing all in their power to get an extension of time for repairing, meanwhile the work progresses as usual without interruption night and day.

The *Gronobol* has at last struck her flag preparatory to disarming. Her pennant and ensign were hauled down on the 26th ult. though her repairs are said to be not yet complete. The actual disarmament had not commenced that day, orders to that effect not having been received from the Admiral. However, it was stated it would be accomplished some time before Sunday.—*Shanghai Mercury*.

THE JAPANESE PARLIAMENTARY.

Chefoo, 24th August.

The *Novi Krat* of the 17th ult. says:—At 9 a.m. of the 16th August a Russian soldier on the fort at Choshiaoshih saw Japanese soldiers with a white flag advancing along Mandarin Street from the direction of the Sword mountain and the Russian soldier telephoned the matter to the command of the 2nd regiment. The commander of that regiment ordered to stop the firing of the advance guard. Captain Luploff with a few guards went out of the fort and received the Japanese. The Japanese were a major and four soldiers. They exchanged salutations in the Russian language. The Japanese major asked to see a responsible staff officer. The Russian captain telephoned to the Russian headquarters of the matter. A Russian colonel with two officers came and then the Japanese major handed over two letters addressed to the commander-in-chief of the Russian army as well as the commander in chief of the Russian squadron and then the Japanese major said a parting word to the Russian colonel. At the time rain began. The Japanese major after showing his respect to the Russian colonel went away. During the meeting the advance defence line ceased firing.

NEW LINER FOR THE ORIENT.

THE P. M. S. "MANCHURIA."

San Francisco, 1st August.

Another new liner has added her huge bulk to the fleet which the Public Mail Company operates and the Vladivostok squadron watches. She is the *Manchuria* and arrived yesterday, 45 days and 15 hours from Norfolk, Va. She is the sister ship to the *Mongolia*, both having been built last year, and has a capacity of more than 16,000 tons. Their speed in seventeen knots. The *Manchuria* sailed from Norfolk June 16 with about 7,600 tons of coal aboard, and at the average speed of 12½ knots burned 100 tons a day. She used 4,600 tons, leaving about 3,000 tons yet unconsumed. Her only stop was at Sandy Point and Fortesque Bay, in the Straits of Magellan, where she anchored for the night, as daylight is necessary always for navigation in those dangerous waters. She has on board a crew of 130 men, though 200 is her working complement.

Many of the officers are old-timers in the Pacific and well known here. Captain J. B. Saunders is the old and skilful skipper who used to send the *Newport* up and down this coast.

The big boat will clean up in the dry dock and load for China and Japan when the *America* leaves shows her a clear way through the Vladivostok squadron.

INTERPORT CRICKET.

PROBABLES V. THE REST.

At Shanghai last Saturday there was a cricket match between the probable players in the forthcoming interport match and the rest of Shanghai. *Sport and Gossip* says the lessons of the test game are as follows:—

1. That it is questionable whether we can get together a team fit in all ways to meet Hongkong and the Straits. Our bowlers are good, but our batting is questionable. We lack a practised wicket-keeper, and our fielding is to say the least improvable.
2. That if a team does go, Morris should be in it. His defence yesterday was decidedly good, and he needs but little more practice to get into really good form.
3. That the Captain should rest his bowlers only when necessary if they are doing satisfactorily, and put them on again as soon as ever they have had a spell in the field if the others are not "coming off." We have seen three or four matches lost this season from neglect of this elementary rule.
4. That systematic practice should be begun at once if there is any real intention of sending a team to the south, otherwise we shall be laying up for ourselves such a whopping "as never was."

CABLE CO. ADOPTS WIRELESS.

Presiding at a meeting of the shareholders of the Eastern Telegraph Company, Sir J. Wolfe Barry, as already reported in our columns, said the directors intended to make use of wireless telegraphy. He further remarked that the shareholders would no doubt have seen that the De Forest system of wireless telegraphy had been successful in carrying war correspondents' messages from ship to shore during the present Russo-Japanese war. While holding the view that wireless telegraphy would not compete with long-distance submarine telegraphy, the directors were of opinion that there were places where wireless telegraphy could be usefully employed. A case in point was the Azores. It was desired by Portugal that some of the out-lying islands should be placed in telegraphic communication. Owing to the nature of the bottom and the question of expense it was not considered desirable to make the connection by cable, and they therefore intended to connect the points by a system of wireless telegraphy, to be worked in connection with the cable system.

FARNHAM, BOYDS.

The following letter, dated the 1st ult., and addressed to the directors of S. C. Farnham, Boyd & Co., Ltd., is printed in the *Shanghai Mercury* of 26th August:—

Gentlemen,—With regard to your recent refusal to show me the value at which *s.s. Munchen* stood in your books at 30th April last, I desire, before the facts as they appear to me so that there can be no possible grounds for a misunderstanding.

At the general meeting the chairman made a distinct promise, in reply to my inquiry as to the steamer's book value, that I could see the figures in the books, and further that the directors had no wish to conceal anything from the shareholders, any of whom could obtain the information in the office downstairs. There then followed what one newspaper calls "faint applause" and the accounts were passed.

A day or two later having called at the company's office for the fulfilment of the above promise, I was distinctly told (all of your number then in Shanghai being present) that the promise would not be kept.

I then addressed a letter to the Managing Director, asking him to appoint a time at which I might call and see the figures in the books and in reply received a letter promising me the information sought, if I would give a guarantee that I would not use it to the prejudice of the company's interests. Having given an assurance of my intentions I was invited to call when to my surprise I was shown a book labelled "contract book" containing two pages of figures, about half of them in pencil, having reference to the cost of *str. Munchen's* repairs.

To my query as to whether the sum total represented the book value of the *str. Munchen* at 30th April, 1901, no definite answer was given and feeling that I was no wiser than before (since as I then said the vessel might have been written down to a thousand taels, or as one of your number said written up to a million taels), I asked to see the Ledger balance brought forward to this year's account. This was refused and I was informed that other shareholders who have made similar requests had also been refused.

What these other shareholders intend to do, I don't know. As for myself, seeing that a promise made before the passing of the accounts is broken immediately after that I am asked to give a guarantee and then shown figures which are worthless as far as my question is concerned, I cannot but feel that I have been trifled with and must request you to reconsider your decision at your very earliest convenience.—Yours, etc.,

A. L. ANDERSON.

24th August, 1904.

Gentlemen,—Not finding, on my return to Shanghai, any reply from you to my letter of 1st inst., I beg to inform you that I intend to make public the correspondence which has passed between us.—Yours, etc.,

A. L. ANDERSON.

The Directors, S. C. Farnham, Boyd & Co.

PROGRESS IN THE NEW BUND AT CANTON.

The reclamation of the foreshore of the "narrow reach" of the Canton river, whereof a substantial bund will be the result, appears to have been seriously begun. That the Pearl river should have a bund from East to West, as Shanghai and Hankow, has been the dream of certain progressive Chinese during the last twenty years. Unfortunately, when the land is reclaimed, and the bund built, there will not be space enough for gardens as you have in Shanghai—a refreshing trysting-place on a summer's evening. Here land is too valuable and money too scarce to hope for such a boon. Still, it will be a great improvement when there is a long straight road from the East of Canton to the steamer wharves, where richias can play, and, perhaps, at no very distant date, electric trams run. H. E. Chang Ching-tung more than twenty years ago, says the Canton correspondent of the *N. C. D. News*, built a short section, which has been used up to this day as the official landing-stage. At that time it was hoped that the work would have been completed, but the time was not yet. His Excellency's bund will now be removed, I believe, and the whole will be pushed further out towards the centre of the river. The section near the Canton Hankow railway ferry wharf is well on its way towards completion, and a large piece of ground—very valuable—has been reclaimed. It is assumed that, as in the reclamation of the foreshore of the harbour in Hongkong, the money which the land will make when sold, will recoup those who have the scheme in hand, even after the strip of land for a wide street has been retained. This forecast will probably be found to be correct, for all labour here is comparatively cheap, and the materials of which the reclaimed land will be made, will cost nothing. There is therefore a strong probability that we shall have here, before long, a wide bund where boats can discharge cargo, and where rickshas can run and pedestrians walk.

THE KWANGSI REBELLION.

The Imperialists under General Huang have been very successful and have captured one of the rebel villages. Liang, a rebel chief, was killed in the fight. The Imperialists captured much booty and arms and released seventy women who had been detained by the rebels. On the 20th ult. a detachment under General Chen attacked the rebels at Sanpauhou. The Imperialists lost two officers and five men. The rebels had twenty killed. On the 25th the Imperialists lost over ten officers. Viceroy Tsen Chun-hsuen has received a report that Liachowfu the Prefect had received application from a party of French surveyors for protection. They were said to be surveying for commercial purposes. Their application came through the French Consul; the party arrived on the 17th ult. The Viceroy wired for instructions to the Wai Wupu and at the same time gave orders not to give Frenchmen protection in the mountains.—*Sin Wan-pao*.

THE RUSSIAN'S IN H.M.S.

"TAMAR."

A SETTLEMENT.

It is announced by the *N. C. Daily News* that an arrangement has been made between the British and Japanese Governments that the refuge *s. fr. m.* the Russian destroyer, who were brought down to Hongkong from Weihaiwei and placed aboard the receiving ship *Terrible*, shall be detained in British territory until the close of the war. This decision, says the journal, is in accordance with the action of the German authorities at Tsingtao; it has been clearly stated there that it is obvious that neither the Russian ironclad *Tzarevitch*, nor the destroyers which took refuge at Tsingtao, nor their crews, can take any further part in the present war. This is completely in accord with the dictates of International Law, whereby a neutral State is bound to disarm and intern all belligerent troops that pass into its territory.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...	\$650 £66.10/-
Nationals	...	39 sa.
Unions	...	38 1/2
Cantons	...	212 b.
China Traders	...	63 s.
Hongkong Fires	...	325 b.
China Fires	...	88 s.
H.K. & Macao Steamship	...	30 s.
Indos	...	117 s.
Douglases	...	364 b.
Star Farries	...	40
China Sugars	...	200 b. ex div.
Lunons	...	7 1/2 sa.
H.K. & Whampoa Docks	...	226 s.
Wharves	...	113 b. ex div.
Farnhams	...	Tls. 173 s.
Hongkong Lands	...	154 s.
Hongkong Hotels	...	131 b.
Green Island Cements	...	304
A. S. Watsons	...	15 s.
China Borneos	...	11 b.

Shanghai advices, of 25th ult., state:—Business reported:—Indo-Chinas at Tls. 85 for December. Farnham Boyds at Tls. 176 for December. Maatschappij at Tls. 312 cash, and Tls. 325 for December. Hall and Holz at \$30.

Business done direct:—Indo-Chinas at Tls. 86/85/83 for December. Shanghai and Hongkong Wharves at Tls. 153/155 for August, and Tls. 161 for December. Farnham Boyds at Tls. 168/171/170 cash, and Tls. 176/171/178 for December. Perak Sugars at Tls. 60. Chinese Engineering and Mining Co. at Tls. 6 L.S. Maatschappij at Tls. 315 for September, and Tls. 325 for December.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (Saturday), the 3rd instant, will be for SPOONS, commencing at 2.30 P.M. RANGES:—200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

MOWIRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 2nd September, 1904. [53]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 3rd Sept., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd September, 1904. [979]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, on MONDAY, the 5th instant, at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd September, 1904. [984]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above, on TUESDAY, the 6th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd September, 1904. [999]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd September, 1904. [1002]

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, TO-NIGHT, (FRIDAY), September 2nd, at 9 P.M.

Tickets ... \$2 and \$1 May be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

Tickets already purchased for August 27th hold good for this date. Hongkong, 2nd September, 1904. [983]

BACON AND HAM.

JUST LANDED.

A Fresh Consignment of well-known HASTINGS AND NEPHEWS' FINE STREAKY BACON, AND

BEST YORK CUT HAM.

Guaranteed to be Good.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 2nd September, 1904. [72]

TOYO KISEI KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 3rd instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. E. W. TILDEN, Agent.

Hongkong, 2nd September, 1904. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "NANKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"TELEMACHUS"	3rd September.
GLASGOW AND LIVERPOOL	"PATROCLUS"	4th September.
GLASGOW AND LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW AND LIVERPOOL	"ACHILLES"	24th September.
GLASGOW AND LIVERPOOL	"DEUCALION"	1st October.
GLASGOW AND LIVERPOOL	"ULYSSES"	8th October.

S.S. "TELEMACHUS" left Singapore for this port on the 29th ult., and is due on the 3rd inst.
S.S. "PATROCLUS" left Singapore for this port at daylight on the 31st ult., and is due on the 4th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	6th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SUNGKIAN"	3rd September.
SHANGHAI	"TIWAN"	5th "
MANILA	"TAMING"	6th "
SWATOW, CHEFOO and TIENTSIN.	"CHIEH"	6th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 3rd Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 17th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 10th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
7 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " " "
Meals.....1.00 each.The steamer's wharf is at the Western end of
Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [781]BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Windebank, will be despatched as
above, on TUESDAY, the 6th September, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 30th August, 1904. [689]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the
above Ports, on or about WEDNESDAY,
the 7th September.This Steamer has Superior Accommodation
for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904. [923]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the
above Port, on or about FRIDAY, the 9th
September, to be followed by the Steamship
"CLAUVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 31st August, 1904. [966]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"ATHOLL".....20th September.

"MACDUFF".....27th "

"SAGAMI".....8th October.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 30th August, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 10 o'clock
to-morrow morning.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th of September, will be
subject to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 6th September,
at 9.30 A.M.All Claims must reach us before the 12th
of September, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 30th August, 1904. [91]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1904. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. Himalaya.From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
noon, TO-DAY.Goods not cleared by the 2nd proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [4]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"MONGOLIA,"

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 5th
proximo will be subject to rent.All Claims must be sent in to me on or
before the 8th proximo or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 30th August, 1904. [1]

FROM HAMBURG, BREMEN,
ROTTERDAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA,"

Captain Behrens, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 31st August will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd September at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th August, 1904. [988]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"NUMANTIA,"

Captain Brehmer, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd September will be
subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th August, 1904. [971]

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE FRANCAIS

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at
1 P.M., the Company's Steamship
"MANCHE," Captain Mourard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, transshipping Passengers and Cargo at
Saigon to S.S. Polytechnique.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 5th September. Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd August, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain A. Thompson, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 10th Sept.,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Marmora, 10,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Oriental,
due in London on the 23rd October.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Intimations.

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure
English Oil. Not made of gelatine.
Full directions on all capsules.

Preparation SAVARESSE'S

CURES MEN & WOMEN

Big O is a non-poisonous
remedy for any venereal
disease or ulceration of
nervous membranes. Painless.
Guaranteed not to stricture.
Prevents contagion.

SOLD BY CHEMISTS.
Circular mailed on request.

MANUFACTURED BY
THE SAVARESSE CO.,
CINCINNATI, O.,
U.S.A.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904.

Shipping.

America Maru, Jap. s.s., 3,460, P. Goings, 1st
Sept.—San Francisco 1st Aug., and
Shanghai 30th Aug. Mails and Gen.—T.
K. K.

Palamcottia, Br. s.s., 2,208, E. H. Garland, 1st
Sept.—Calcutta via Rangoon and Straits
12th Aug., Gen.—J. M. & Co.

Meelon, Ch. s.s., 1,321, J. T. Taylor, 1st Sept.,
—Shanghai 26th Aug., and Amoy 31st
Gen.—C. M. S. N. Co.

Bor, Norw. s.s., 732, N. C. Mathiesen, 1st
Sept.—Bangkok 25th Aug., Pice.—Ming
Sooy.

Andree Rickmers, Ger. s.s., 1,020, H. Köhn,
1st Sept.—Bangkok 26th Aug., Rice,
Wood and Gen.—B. & S.

Meli a, Fr. s.s., 200, Le Prévoir, 2nd Sept.,
—Amoy 31st Aug., Ballast.—B. & Co.

Nankin, Br. s.s., 3,959, A. Thompson, 2nd
Sept.—Bombay 14th Aug., and Singapore
27th Aug., Gen.—P. & O. S. N. Co.

Yatsushiro, Br. s.s., 1,421, T. Sellar, 2nd Sept.,
—Sourabaya 24th Aug., Sugar.—I. M. & Co.

Kwangtsh, Ch. s.s., 1,536, W. H. Lunt, 2nd
Sept.—Canton 1st Sept., Gen.—C. M. S.
N. Co.

Telenachus, Br. s.s., 4,802, J. H. Goodwin, 2nd
Sept.—Liverpool 13th July, and Singapore
28th Aug., Gen.—B. & S.

Chiyeun, Ch. s.s., 1,177, C. Stewart, 2nd Sept.,
—Shanghai 30th Aug., Gen.—C. M. S. N.
Co.

Hue, Fr. s.s., 705, Godinenu, 2nd Sept.,
—Haiphong and Hoihow 1st Sept., Gen.—
A. R. M.

Clearances at the Harbour Office.

Ataka, for Canton.
Chan On, for West River.
Hongkong, for Hoihow.
Wingchai, for Macao.
Kohichang, for Bangkok.
Dixina, for Yokohama.
Yingking, for Canton.
Signal, for Hong Kong.
Anerade, for Hoihow.
Chukong, for Macao.
Shun Lee, for West River.
Hongkong, for West River.
Legaspi, for Manila.
Kowloon, for Nagasaki.
Rubi, for Manila.
Kwonglung, for Canton.

Departures.

Sept. 2.
Kohichang, for Bangkok.
Java, for Singapore.
Ikal, for Chinwantao.
Chunshan, for Swatow.
Hongkong, for Shanghai.
Hongkong, for Haiphong.
Meefoo, for Canton.

Passengers arrived.

Per Meefoo, from Shanghai—Mr. and Mrs.
Russell, and 11 Chinese.
Per Palamcottia, from Calcutta, &c.—Mr. C.
Basson, 400 Chinese, and 3 Japanese.
Per America Maru, from San Francisco, &c.
—Mr. C. S. Downs, Dr. G. M. Lewis, Messrs.
H. D. Bell, Percy G. McDonnell, Miss Monroe,
J. S. MacNider, and 11 Japanese.
Per Telemachus, from Liverpool—Capt. and
Mrs. Lewry, and 400 Chinese from Singapore.

Passengers departed.

Per Java, for London from Kobe—Mr. and
Mrs. P. Gibson, Messrs. R. Liveridge, J. E.
Grubb, Sam Pottage, A. Colledge, R. Morgan,
D. Sullivan, D. Spence, T. Boleman, J. Camp-
bell, H. Bullman, E. Atkinson, J. Gallaghu,
J. Tibby, C. Wainwright, W. Fleming, W.
Bryan, W. Luckridge, N. Neil, G. Wenton, J.
Burke and F. J. Scott. From Shanghai—Mr.
P. R. Mitchell. From Hongkong—Mr. and
Mrs. F. Seaton, Mrs. Thompson and child, Mrs.
J. H. Bathgate, and Capt. Nolty.

Shipping Report.

Str. Telemachus from Liverpool—Moderate
monsoon, and fine in China Sea.

Str. Yatsushiro from Sourabaya—Moderate
S.W. monsoon, and fine weather throughout.

Str. Meefoo from Shanghai—Amoy to port
light S. breeze, cloudy, fine, occasional showers
of rain.

Str. Chiyeun from Shanghai—Fine clear
weather throughout the passage, Ely swell and
S.E.ly winds; 2 Japanese cruisers and 2 de-
stroyers watching Russians off Tungsha light
ship at Shanghai.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.
Kinling ... " " " "
Sikh ... " " " "
Clara Jensen ... " " " "
Lothian ... " " " "
Shawmut ... " " " "
Korat ... " " " "
Shantung ... " " " " Cosmopolitas

Vessels in Port.

STRANERS.
Ap-nade, Ger. s.s., 611, A. P. Ulderup, 28th
Aug.—Hoihow 25th Aug., and Hoihow
27th, Gen.—J. & Co.
Borneo, Ger. s.s., 1,168, E. Muhle, 23rd Aug.
—Sundak in 19th Aug., Timber and Gen.
—M. & Co.
Bourbon, Fr. s.s., 977, Antoni, 26th Aug.—
Saigon 22nd Aug., Rice.—Chinese.
Brid, Nor. s.s., 645, J. Falkmann, 28th Aug.—
Saigon 23rd Aug., Rice and Flour.—
Hang Fat.
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—
Sydney via Ports 19th July, Gen.—B. &
S.
Ching Wo, Br. s.s., 2,517, G. W. Parkinson,
26th Aug.—Salina Cruz and Moji 20th
Aug., Ballast.—C. C. S. Co.
Chowit, Ger. s.s., 1,115, H. Textor, 27th Aug.—
Bangkok 19th Aug., and Kohsichang
20th, Rice and Wood.—B. & S.
Chunshang, Br. s.s., 1,416, R. Cox, 26th Aug.—
Saigon 21st Aug., Rice.—J. M. & Co.
Stanley, Br. s.s., 2,903, W. E. Steele, 22nd
Aug.—Yokkaichi 14th Aug., Ballast.—G.
L. & Co.
Decima, Ger. s.s., 794, C. Christiansen, 31st
Aug.—Canton 31st Aug., Gen.—S. W. &
Co.
Elg, Nor. s.s., 708, Christophersen, 31st Aug.—
26th Aug.—Sugar and Sampan
Wood.—S. W. & Co.
Gaen, Nor. s.s., 625, H. Dahl, 26th Aug.—
Rajang (Borneo) 17th Aug., Timber.—
Wing Sing & Co.
Hailong, Br. s.s., 783, C. A. Mutton, 31st
Aug.—Tamsui via Amoy and Swatow 30th
Aug., Gen.—D. L. & Co.
Holstein, Ger. s.s., 985, J. C. Hansen, 29th
Aug.—Hoihow 26th Aug., Timber.—J. & Co.
Hopsang, Br. s.s., 1,359, Jas. M. Hay, 22nd
Aug.—Java Ports 15th Aug., Sugar.—J.
M. & Co.
Jacob Diederichsen, Ger. s.s., 620, B. Ohlsen,
31st Aug.—Pakhov via Hoihow 28th Aug.,
Gen.—J. & Co.
Japan, Br. s.s., 2,795, E. P. Martin, R.N.R., 1st
Sept.—London 23rd Aug., and Singapore
27th Aug., Gen.—P. & O. S. N. Co.
Korat, Ger. s.s., 1,998, H. Hirner, 16th Aug.—
Singapore 26th July, and Bangkok 9th
Aug., Gen.—M. & Co.
Kowloon, Ger. s.s., 1,450, H. Stehr, 31st Aug.—
Canton 31st Aug., Gen.—S. W. & Co.
Kumsang, Br. s.s., 2,077, E. J. Buller, 29th
Aug.—Singapore 23rd Aug., Gen.—J. M.
& Co.
Legaspi, Am. s.s., 563, D. Yribar, 30th Aug.—
Manila 27th Aug., Gen.—Barretto & Co.
Lighting, Br. s.s., 1,122, J. G. Spence, 22nd
Aug.—Calcutta 6th Aug., Penang and
Singapore 17th, Gen.—D. S. & Co., Ltd.
Madeleine Rickmers, Ger. s.s., 1,020, L.
Görcken, 27th Aug.—Bangkok 21st Aug.,
Rice.—B. & S.
Mongolia, Am. s.s., 8,750, W. P. S. Porter, 30th
Aug.—San Francisco 29th July, Honolulu
4th Aug., Yokohama 17th, Kobe 19th,
Nagasaki 22nd, and Manila 28th, Mails
and Gen.—P. M. S. Co.
M. Struve, Ger. s.s., 956, P. Brandt, 31st Aug.—
Tamsui 28th Aug., Amoy 29th, and
Swatow 30th, Gen.—O. S. K.
Nanshan, Br. s.s., 1,299, E. F. Stovell, 27th
Aug.—Bangkok 18th Aug., Rice.—B. &
Co.
Nigretia, Br. s.s., 1,535, S. Harrison, 1st Sept.—
Moji 25th Aug., Coal.—Jeffries & Co.
Onsang, Br. s.s., 1,878, J. T. Davies, 29th Aug.—
Moji 23rd Aug., Coal.—J. M. & Co.
Ovid, Br. s.s., 2,686, L. Cubitt, 31st Aug.—
Kuchinotzu 25th Aug., Coal.—M. B. K.
Rubi, Br. s.s., 1,611, R. W. Almond, 29th Aug.—
Manila 27th Aug., Gen.—S. T. & Co.
Shantung, Br. s.s., 1,837, J. J. March, 8th Aug.—
Java Ports 30th July, Gen.—S. T. & Co.
Shawmut, Am. s.s., 9,607, W. M. Smith, 22nd
Aug.—Tacoma 18th July, Gen.—D. & Co.,
Ltd.
Signal, Ger. s.s., 997, A. Bendixen, 26th Aug.—
Sourabaya 14th Aug., Sugar and
Molasses.—J. & Co.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Smoogan, Dut. s.s., 1,202, J. van Tol, 27th
Aug.—Samarang (Java) 14th Aug., Sugar
and Gen.—Yuen Fat Hong.
Skallagrim, Nor. s.s., 1,642, R. Cimsensen,
26th Aug.—Pakhov and Hoihow 22nd
Aug., Case Oil.—A. K. & Co.
Sungkiang, Br. s.s., 1,021, J. Robinson, 24th
Aug.—Manila 21st Aug., Gen.—B. & S.
Swanley, Br. s.s., 2,908, J. Dawson, 31st Aug.—
Durban 5th Aug., Ballast.—G. L. & Co.
Taksang, Br. s.s., 977, W. B. Baker, 1st Sept.—
Bangkok 25th Aug., Rice.—J. M. & Co.
Tanglin, Ger. s.s., 1,280, F. Leuss, 29th Aug.—
Bangkok and Kohsichang 22nd Aug.,
Rice and Gen.—B. & S.
Telemachus, Br. s.s., 1,340, J. Williamson, 28th
Aug.—Saigon 24th Aug., Meal, &c.—Wo
Fat Sing.

Sailing Vessels.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec., 1903, Case Oil.—
S. O. Co.
E. B. Sutton, Am. ship, 1,639, Johnson, 19th
July.—Cheloo 20th June, Ballast.—Order.
Evie T. Ray, Am. bg., 918, Karten, 6th Aug.—
Manila 20th June, Timber.—Order.
Kentmere, Br. bg., 2,334, Burch, 14th June.—
New York 29th Jan., Koroine.—S. O. Co.
Queen Elisabeth, Br. ship, 1,700, C. E. Fulton,
21st Aug.—New York 19th April, Koroine
Oil.—S. O. Co.
Tronage, Br. bg., 949, A. Hutton, 28th May.—
Fremantle 23rd May, Sandalwood.—
Gilman & Co.

Ships Passed The Canal.

Outward—3rd August—Bulwyt, Dante
6th August—Japan, Telemachus, 9th August—
—Elidvold, Ambria, Balfour, Alexander,
Seneca, 13th August—Hathglen, Suvila,
Malacca, Barotte, 17th August—Baroneld,
19th August—Malta, Inverig, Ping, Suvy,
23rd August—Indrapura, Azala, Kintuch,
Manila, Sathan, Kwang, 29th August—
Achilla, Dionea, Princess Maria, Salati,
Hellas, Indragudi, Kenned, 30th August—
Patroclus, Benvuue.

Homeward—9th August—Trieth, Ben-
cluch, 19th August—Prometheus, Nürnberg,
23rd August—Richmond Castle, 27th August—
—Sardinia, 30th August—Prins Regent
Luitpold.Arrivals at Home—9th August—Segovia,
Benmohr, Himalaya, Monmouthshire, Agamemnon,
13th August—Yarra, Main, Seydlitz,
19th August—Glentworth, Gloucester
City, 23rd August—Tonin, Saluma, Yang
Tuk, 27th August—Roonin, 30th August—
Candia.

Steamers Expected.

Vessels	From	Agents	Due
China	Shanghai	P. M. Co.	Sept. 3
Ischia	Singapore	C. & Co.	Sept. 3
Patroclus	Singapore	B. & S.	Sept. 4
Arrato in Apar	Singapore	D. S. & Co.	Sept. 4
Bulwyt	Singapore	McG. & G.	Sept. 5
Emp. of Japan	Japan	C. P. R. Co.	Sept. 5
Ijapanas	Macassar	C. J. J. L.	Sept. 6
Vragon	Japan	P. & A. Co.	Sept. 6
Prinz Heinrich	Colombo	M. & Co.	Sept. 7
Chingtu	Sydney	B. & S.	Sept. 7
Glenloch	Singapore	McG. & G.	Sept. 7

In future, there will be one delivery of
correspondence each day on week days only
in Shaukiwan, leaving General Post Office at
noon.
Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
2.5 p.m.—5.5 p.m.

A Mail will close for—

Canton—Per Honan, 3rd Sept., 7.30 A.M.
Manila—Per Rubi, 3rd Sept., 9 A.M.
Cebu and Iloilo—Per Sungking, 3rd Sept.,
10 A.M.
Shanghai, Moji, Kobe and Yokohama—Per
Japan, 3rd Sept., 1 P.M.
Macao—Per Hongshan, 3rd Sept., 1.15 P.M.
Singapore, Penang and Calcutta—Per
Lightning, 3rd Sept., 2 P.M.
Swatow Amoy and Tamsui—Per Hailong,
3rd Sept., 2 P.M.
Shanghai, Tsingtau and Chemulpo—Per
Lyeemong, 3rd Sept., 4 P.M.
Samshui, Shihung, Takling and Wuchow—
Per Kongnam, 3rd Sept., 4 P.M.
Singapore and Sourabaya—Per Hopiang,
3rd Sept., 4 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Mongolia,
3rd Sept., 5 P.M.
Nantao—Per Taichun, 3rd Sept., 5 P.M.
Sanbu—Per Hoi Fu, 3rd Sept., 5 P.M.
Macao—Per Wungshai, 3rd Sept., 5 P.M.
Canton—Per Kinsan, 4th Sept., 9 A.M.
Nantao—Per Taichun, 4th Sept., 9 A.M.
Sanbu—Per Hoi Fu, 4th Sept., 9 A.M.
Macao—Per Wungshai, 4th Sept., 9 A.M.
Kongmoon and Kunchuk—Per Lintan, 4th
Sept., 9 A.M.
Swatow, Amoy and Tamsui—Per M. Struve,
4th Sept., 9 A.M.
Durban, East London, Port Elizabeth and
Cape Town—Per Luthian, 5th Sept., 11 A.M.
Manila—Per Yuen Sing, 5th Sept., 3 P.M.
Shanghai—Per Taiwan, 5th Sept., 4 P.M.
Amoy, Straits and Rangoon—Per Palam-
cottia, 5th Sept., 5 P.M.
Kongmoon, Kunchuk and Samshui—Per
Tak Hing, 5th Sept., 5 P.M.
Swatow, Sandakan and Kudat—Per Borneo,
6th Sept., 8 A.M.
Swatow, Cheloo and Tientsin—Per Chihli,
6th Sept., 10 A.M.

Macao 6th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per
Kumsang, 6th Sept., 2 P.M.
Manila—Per Tuning, 6th Sept., 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per America
Maru, 8th Sept., 5 P.M.
Singapore, Penang and Bombay—Per Ischia,
10th Sept., 10 A.M.
Europe, &c., India, via Tuticorin—Per
Chusan, 10th Sept., 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Adelaide
and Perth—Per Eastern, 17th Sept., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
Japan, 21st Sept., 11 A.M.
Manila—Per Rubi, 10th Sept., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Athenian,
12th Oct., 11 A.M.

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CHINA COAST METEOROLOGICAL REGISTER.									
September 1st, 1904, a.m.									
		Bar.	Th. Hu.	Wind	W.				
Vladivostok	7 a.m.	—	—	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—	—	—	—
Taihuok	5 a.m.	29.80	—	—	0	—	—	—	—
Taichu	—	29.77	—	—	SE	—	—	—	—
Tainan	—	29.76	—	—	N	2	—	—	—
Koshun	—	29.77	—	—	—	—	—	—	—
Pescadores	—	29.78	—	—	NE	4	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—	—	—
Gutlaif	—	29.80	83	83	—	—	0	0	—
Sharp Peak	—	—	—	—	—	—	—	—	—
Amoy	6.30 a.m.	—	—	—	—	—	—	—	—
Swatow	9 a.m.	—	—	—	—	—	—	—	—
Canton	—	29.77	86	76	SE	2	b	—	—
Hongkong	10 a.m.	29.79	83	81	SSW	1	o	—	—
Victoria Peak	—	—	—	—	SSW	3	—	—	—
Gap Rock	—	29.77	—	—	S	3	—	—	—
Macao	—	29.75	82	—	SSE	1	or	—	—
Haiphong	—	—	—	—	—	—	—	—	—
Manila	—	29.92	73	100	SSW	1	r	—	—
Bacolod	9 a.m.	—	—	—	S	2	o	—	—
Iloilo	—	29.88	81	—	WSW	2	c	—	—
Cebu	—	29.83	89	—	S	2	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—	—	—

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OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00

The Half-Litre 2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

SOLUTION OF BI-PHOSPHATE OF LIME

(Medicinal) of the MARIST BROTHERS.

It is employed with much success in chronic bronchitis, inveterate catarrhs, consumption, scrofula, the softening and caries of bones, and generally all sickness whose cause is in the poverty of blood and the weak state of the digestive organs.

Numerous testimonials from Physicians, letters of congratulation.

An explanatory note accompanies each bottle.

The Litre \$5.00

The Half-Litre 3.00

(Discount according to importance of order.)

Hongkong, 29th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,492,554	Div. of £2.10/- @ exchange 1/9 15/16	6 1/2 %	\$650
National Bank of China, Limited	4,453	£10	£8	\$7,000,000	\$21,668	{ \$16.41 for first half-year 1904	5 1/2 %	London 266 1/2
Do. (Founders)	750	£1	£1	\$175,533		\$2 (London 3/6) for 1903	5 1/2 %	\$38 buyers
				\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1903	5 1/2 %	\$575 buyers
				\$160,143				
				\$784,445				
				\$906,872				
				\$900,000				
				\$151,992				
				\$331,342				
				\$322,138				
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000	Nil	\$4 for year ended 30.4.1903	6 1/2 %	\$63
				Tls. 500,000				
				Tls. 31,850				
North China Insurance Company, Limited	10,000	£15	£5	\$700,000	Tls. 271,589	Final of £1 making £2 for 1903	6 1/2 %	Tls. 6 1/2 buyers
				\$700,000				
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,794	\$86,284	\$12 for 1903	9 1/2 %	\$135
				\$1,300,000				
Canton Insurance Office, Limited	10,000	\$250	\$50	\$50,000	\$110,551	\$15 for 1902	7 %	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$374,110	\$22 1/2 for 1902	7 1/2 %	\$320 buyers
				\$1,000,000				
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675	\$349,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
				\$2,501				
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$16,362	\$14 for first half-year 1904	10 %	\$30
				\$157,555				
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903	5 %	\$118
				\$100,000				
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	8 1/2 %	\$26 buyers
				\$185,000				
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$36 buyers
				\$60,000				
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04	5 1/2 %	\$40 buyers
				\$15,093		{ \$0.90 & b. 20 cts. }	4 %	\$30 buyers
				\$100,000				
				\$21,075				
Straits Steamship Company, Limited	5,000	\$100	\$100	\$18,000	\$33,648	\$5 for 2nd & 1-year making \$13 for 1903	8 1/2 %	\$155 sellers
				\$130,153				
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
				\$4,000,000				
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Interim of Tls. 1 1/2 for 1904	12 %	Tls. 25 buyers
				Tls. 201,614				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 40 ex div.
Do. (Preference)	100,000						7 1/2 %	Tls. 45 ex div.
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$200
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$61 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$50,471	{ \$6 dividend and \$2 bonus for first half- } year 1904	7 %	\$226 sales
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 173 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$5 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 sellers
Do. (Preference)	2,750					{ \$7 dividend } for 1903	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$112 1/2 buyers
				\$250,000				
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	7 %	Tls. 153 sales
				Tls. 59,913				
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$50	\$50	\$55,500	\$489	\$12 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$153 buyers
				Tls. 800,000				
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
				Tls. 17,144				
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	none	Tls. 1,510	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$61 sellers
HOTELS.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$131 buyers
				\$100,000				
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	\$9,899	\$2 1/2 for year ended 30.6.1904	7 1/2 %	\$33 1/2 ex div.
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	5 1/2 %	Tls. 151 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$99,177	90 cents for 1903	7 1/2 %	\$13 sellers
				\$50,000				
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 20,000	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 20,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	6 1/2 %	\$141 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,826 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 67 sellers
Albambra, Limited	300	\$200	\$200	\$43,000	\$7	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	8 %	\$164 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	6 %	\$10 1/2 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 buyers
Watkins, Limited	10,000	\$10	\$10	\$2,802	\$1,042	\$1 for 1903	11 %	\$70
Singapore Dispensary, Limited	8,600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	8 1/2 %	\$40 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 } for year ending 30.4.1904	6 1/2 %	\$61 buyers
	30,000	\$10	\$5	...	...	{ 50 cents } for year ending 30.4.1904	5 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109	£7,625	£1 div. and 2/- bonus for 1903	8 1/2 %	Tls. 97 sales
				£3,000				
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	7 1/2 %	Tls. 395 sales
				Tls. 100,000				
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 74,000	Tls. 7,560	Interim of 15/- for 1904	7 1/2 %	Tls. 140
				Tls. 108,172				
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 120
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 3 for half year	...	\$30 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$130 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$1 1/2 making \$1 1/2 for year end. 29.2.04	9 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,393	\$10 for 1903	7 1/2 %	\$280 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,512	\$3.75 for 1903	7 1/2 %	\$280 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1903	9 1/2 %	\$165 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$4,000	\$4,283	\$2 1/2 for year ended 30.11.1903	9 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$3,029	\$4 for year ending 31.7.1903	6 1/2 %	\$30 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$28,000	\$5,029	\$1 for 1903	8 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$590	6d. per share for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	60 cents for year ending 31.3.1904	6 1/2 %	\$61 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$180	{ \$0.70 } for year ended 31.3.1904	10 1/2 %	\$180 buyers
Do. (Founders)	100	\$10	\$10	...	...			\$1 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$22,555	Interim of 70 cents	8 %	\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 50 cents	8 1/2 %	\$14 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$12 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1904	9 %	\$7
						60 cents for year ended 31.5.04	9 %	\$3 1/2 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$1,644	First year	...	\$11
	10,000	\$5	\$5					
Maatschappij "Tot Mijns Bosch" en Landbouw	25,000	Gd. 100	Gd. 100	Tls. 334,669	Tls. 27,187	First quarter of Tls. 18/- paid 15.3.04	15 %	Tls. 312 1/2 buyers
plottic in Tongkai				Tls. 11,143		Second do. Tls. 10/- 15.5.04	6 %	Tls. 81 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 4,800	Tls. 10,247	Tls. 5 for 1903	10 1/2 %	Tls. 114 sales
Shanghai Yulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 9,000	Tls. 3,288	Interim of Tls. 6 for 1904	11 1/2 %	\$23 buyers
Central Stores, Limited	6,000	\$15	\$15	\$15,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$100
Do. (Founders)	123					None	...	\$8 sales
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 1/2 per cent for 1904	6 1/2 %	Tls. 40 sellers
L. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 153,318	Tls. 5 for 1903	9 1/2 %	Tls. 65 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	\$135 buyers
Kate Brothers, Limited	10,000	\$100	\$100	\$75,000		\$13 for 1903	7 1/2 %	\$57 buyers
						\$1 div. and 2/- bonus for half year	7 1/2 %	\$102 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 sales
Fraser and Neave, Limited	4,000	\$50	\$50					